



ACTIVE TRANSPORTATION PLAN

TRUESDALE, MO
September 2023

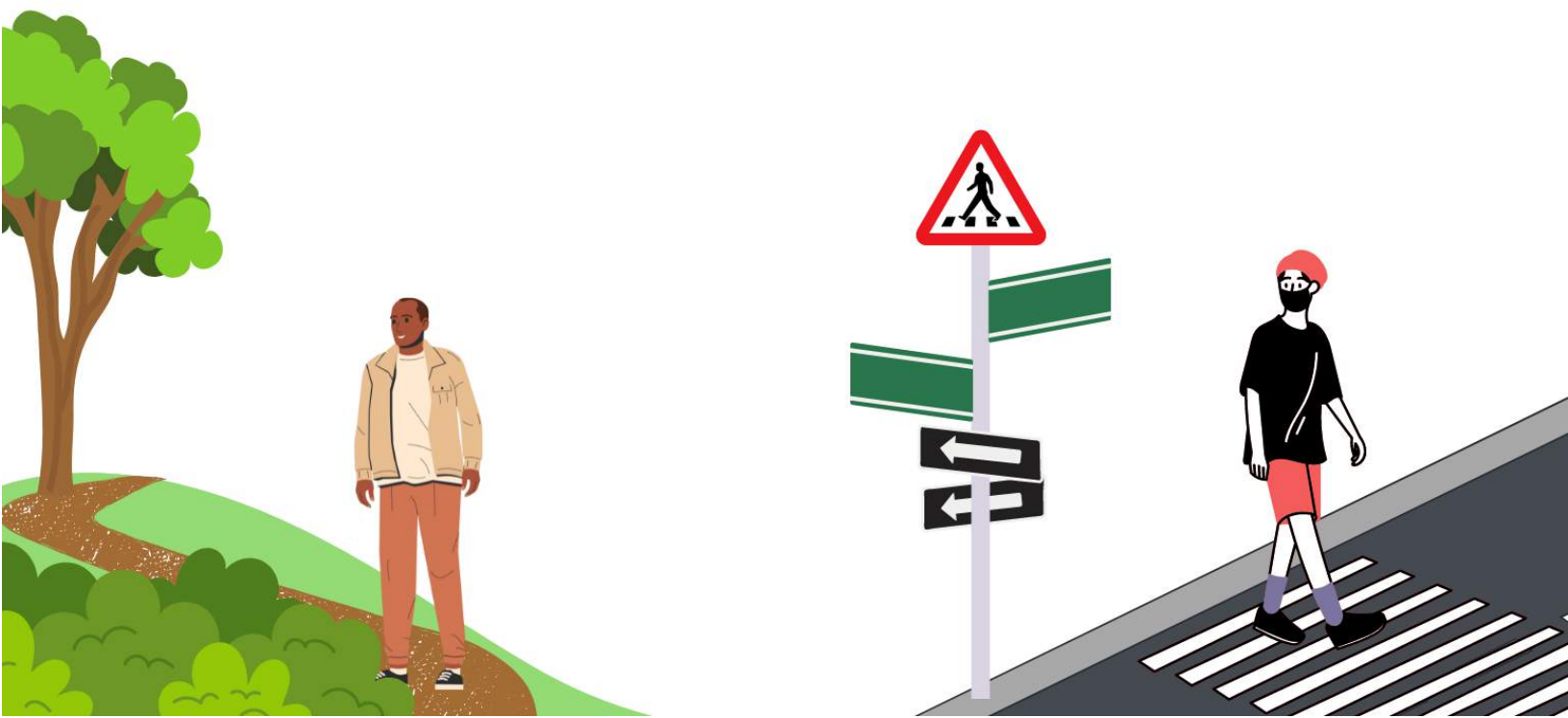


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Funded By

The state of Missouri's Department of Health and Senior Services (DHSS) received funds in 2018 from the Centers for Disease Control and Prevention's (CDC) Division of Nutrition, Physical Activity, and Obesity, which provided funds for Missouri to complete a five-year program with focus on achieving the highest quality of life possible. In 2023, DHSS granted awards to regional planning commissions to help with the implementation of the active living strategy from the five-year plan. This Active Transportation Plan for the city of Truesdale, Missouri was funded with a 2023 Community Active Transportation Planning grant from the Missouri DHSS, Physical Activity and Nutrition Program.

Acknowledgements

The Active Transportation Plan for the city of Truesdale, Missouri was thoughtfully guided and supported by a group of stakeholders aided by their common goal of improving mobility in the community. Meetings were held monthly to identify and prioritize sidewalk, crosswalk, and trail improvements throughout Truesdale. BRPC thanks the stakeholders for their participation and willingness to provide thoughtful feedback.

Section 1: Introduction

Truesdale is a small, but tight-knit community located in the Northeast region of Missouri. Truesdale is a 4th class city located in Warren County. According to the United States Census Bureau, the city has a total area of 1.29 square miles, of which, 1.27 square miles is land, and 0.02 square miles is water. The city has a population of 853 people, while Warren County has a population of 35,532 people. Truesdale has direct access to both rail traffic and to Interstate 70. The climate is characterized by relatively high temperatures and evenly distributed precipitation throughout the year. Area climate is classified as Humid Subtropical. Truesdale is now looking for other ways to enhance connectivity throughout town, and improve pedestrian and bike travel, as well as boost community health. This plan provides guidance for the city of Truesdale to develop more complete streets and sidewalks that will better serve and encourage active transportation users.

What is Active Transportation?

The Missouri Department of Health and Senior Services defines active transportation as “any self-propelled, human mode of transportation, such as walking or bicycling.” Active transportation is a way to get people more active in their community, and in return can create a boost to the economy, make places more accessible, benefit the community’s physical health and so much more. Through the grant from DHSS, Boonslick Regional Planning Commission (BRPC) selected a community in the three-county region that would be a good fit for the adoption of Livable/Complete Streets policies and improvements. There are many ways and options to implement complete streets elements. These modes of active transportation include:

- Pedestrian (walk or wheelchair)
- Bicycles
- Skateboards
- Other personal mobility devices



Some of the benefits of Active Transportation as outlined by Moncton:

ACTIVE TRANSPORTATION PLAN
MONCTON

5 benefits of human powered movement

- Walking or biking to school or work increases alertness, supports **mental well-being**, and improves physical health.
- Cities that provide safe walking or cycling options help **build connection** among neighbours, and with the community.
- The **environment** benefits greatly, as energy consumption is lowered, and no harmful gas emissions are produced.
- People can **save thousands of dollars** each year by not owning a vehicle (ex. gas, insurance, payments, repairs).
- Regular physical activity **reduces the risk of developing chronic diseases**, like heart conditions and type 2 diabetes.

Learn more:
Let'sChatMoncton.ca

Version en français disponible à www.moncton.ca 2021

Sources: Very Health, Moncton, Skateboarding In

Truesdale Active Transportation Goal

The purpose of defining active transportation in Truesdale is to assist the community in getting more active and improving their physical health, as well as getting people more engaged in recreational opportunities. During the stakeholder planning process, the group discussed many different improvements that would be fantastic safety enhancements in the community, as well as ways to improve quality of life and provide more active opportunities for residents.

Timeline

June 21st – The first planning meeting was held.

June 27th – Boonslick Regional Planning Commission identified infrastructure and policies.

June 27th – A survey was released to the public.

July 19th – The second planning meeting was held.

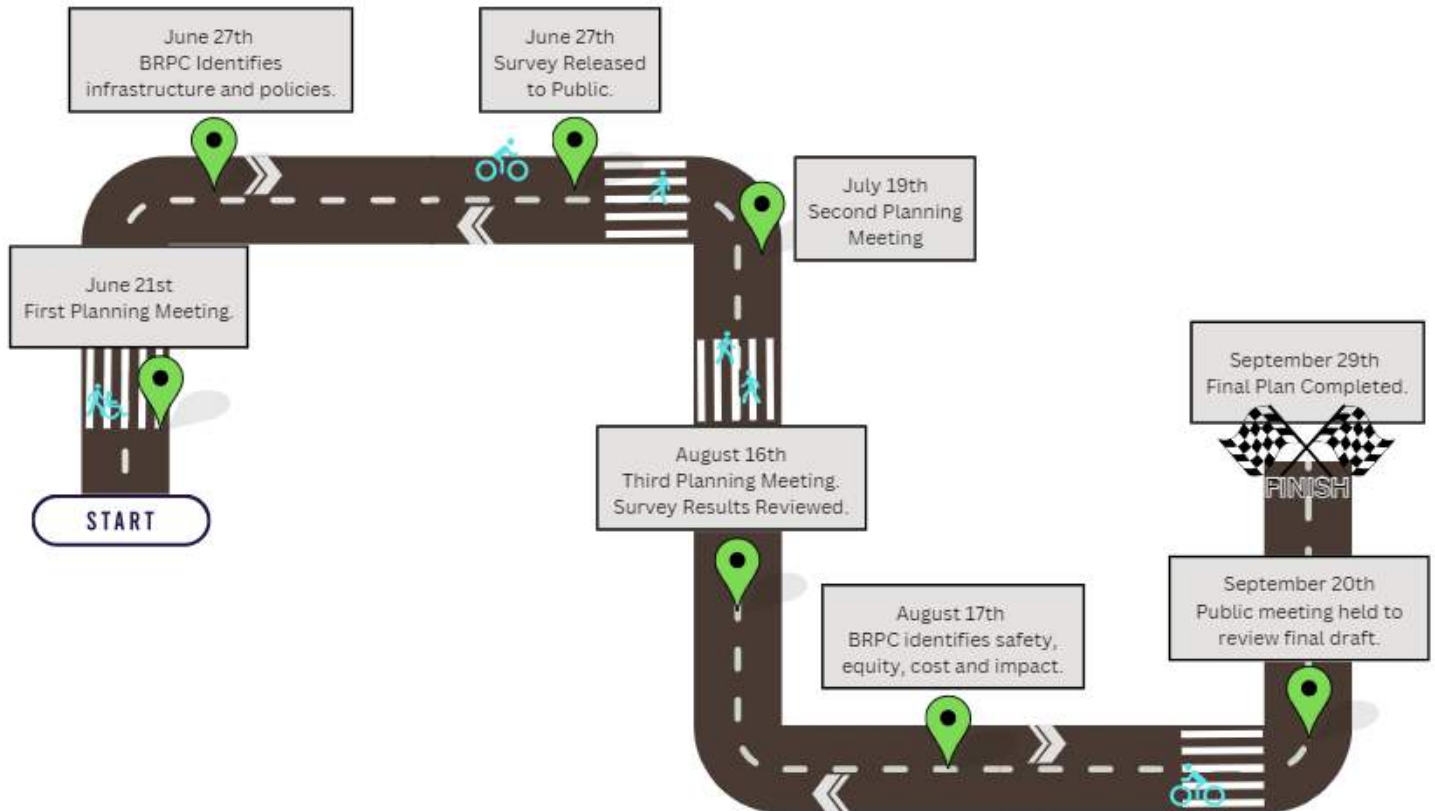
August 16th – The third planning meeting was held and the results from the survey were reviewed.

August 17th – Boonslick Regional Planning Commission identified safety, equity, cost, and impact for the plan.

September 20th – A public meeting was held to review the final draft.

September 27th – Board of Alderman approved the Final Plan.

September 28th – The final plan was completed and submitted.



Section 2: Existing Conditions

Before recommendations regarding sidewalks, crosswalks, and other improvements can be made, it is important to understand the condition of the infrastructure that currently exists, including sidewalks, trails, crosswalks, etc. Assessing the current inventory and existing conditions around Truesdale is a key starting place to be able to identify where enhancements can be made that will support and encourage active transportation. The city of Truesdale has approximately 10,103 linear feet (almost 2 miles) of existing sidewalks. A majority of the sidewalks are considered to be in good condition.

Sidewalk Conditions

In Truesdale, existing sidewalk infrastructure is concentrated in the southwestern corner of the city. This is the section where the school as well as other businesses in the community reside. In 2023, BRPC updated the sidewalk inventory through a windshield survey, which involved driving through the community and assessing infrastructure through the windshield of a vehicle.

Sidewalk conditions are organized into three categories:

Good sidewalks

These have a smooth and continuous paved surface with minimal cracks or upturned segments. Good sidewalks are separated from automobile conflicts with a curb or landscape buffer and well-defined driveway crossings.

Fair sidewalks

These are continuous and paved but may have cracks or upturned segments that make use difficult for those with mobility challenges. This can also include encroaching vegetation, as well as utility poles and other items that may shrink the path or make it more difficult to maneuver.

Poor sidewalks

These are sidewalks that are in significant disrepair, are overgrown, or are missing large segments entirely. These sidewalks are functional only for the able-bodied in ideal weather conditions.

East Booneslick Road Sidewalk

East Booneslick Road Sidewalk begins at the Warrenton/Truesdale border and continues east all the way to the Market Street and Highway M intersection. This sidewalk is mostly in good condition. However, there are some stretches that would be labeled fair due to their cracks, overgrowth, and gravel cover.



Pinckney Road Sidewalk



The Pinckney Road sidewalk stretches from the intersection on Highway M and Pinckney Road, all the way to the south side of the school, where the Warrenton border begins. The condition of this sidewalk is also mostly good, while there is one part near the intersection of Highway M and Pinckney Road that could be considered fair condition.



South Street Sidewalk

The South Street sidewalk, which is located from Pinckney Road to West Street, is considered to be in good condition. The sidewalk itself is smooth and continuous and there is not much overgrowth or cracked concrete. There is a steeper drop off as the sidewalk crosses the road near Lou Gunther Road that may cause some issues for those with mobility challenges, but the sidewalk itself remains in good condition.



West Street Sidewalk



The West Street sidewalk runs from the South Street intersection to East Booneslick Road. This sidewalk was considered to be in fair condition due to the large uneven parts where the sewer is located.

The sewer is raised from the sidewalk and would be hard to maneuver for those with mobility issues. While the paved sidewalk itself was in good condition, the placement of these two sewers caused it to be rated fair.

Lou Gunther Street Sidewalk

The Lou Gunther Street sidewalk is located from East Booneslick Road intersection all the way south to the South Street intersection. This sidewalk is in good condition. It does have a bit of an uneven surface where the sewer is located, but the rest of the sidewalk is in good condition.



Laura Street Railroad Crossing

The Laura Street Railroad Crossing is in good condition. This crossing is located right at Laura Street and the railroad tracks, between Bruer Park and East Booneslick Road. The concrete is smooth and continuous and has ADA compliant markers on each end before and after the railroad tracks.

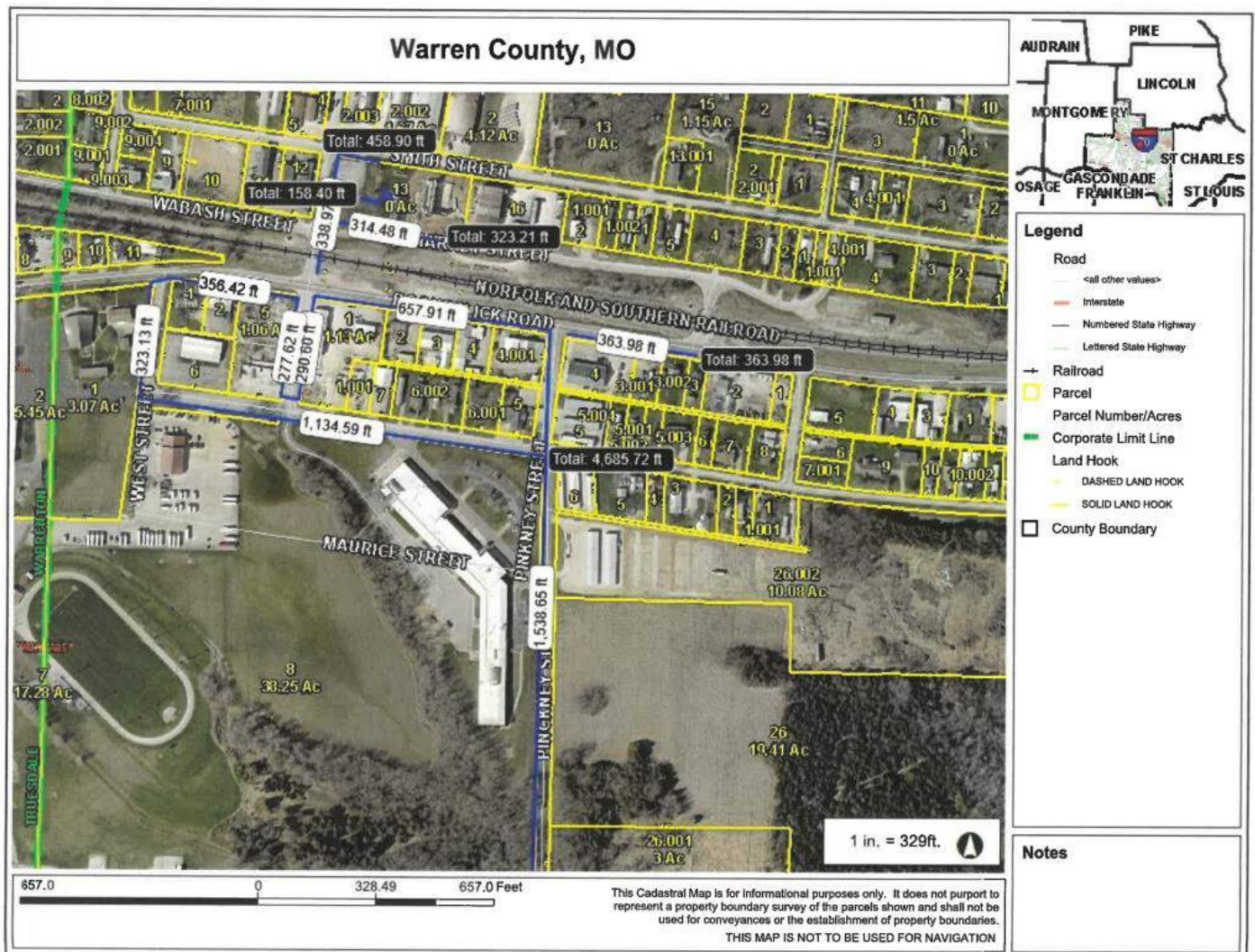


Bruer Park Sidewalks

The Bruer Park sidewalks are all located within the park and around the park itself. These are new sidewalks that were constructed with the new park, so these sidewalks are in good condition. These are probably the best sidewalks in the city, and are used frequently by those using the park.



Current Sidewalks Map



Section 3: Community Engagement

Collaboration between local government and the community is vital when completing projects like an active transportation plan. A task force was created that consisted of representatives from local government, local business owners, local media personnel, and citizens from the community.

First Meeting

The first meeting was held on June 21st, 2023. A total of 6 people attended the meeting. BRPC staff provided a presentation on the active transportation planning process. The group was asked to begin identifying areas of interest within Truesdale. The group discussed possible locations where there was a need to improve pedestrian access.

Online Survey

To get an idea of the best way to understand and prioritize the needs of the community, an online survey was released that asked citizens of Truesdale and the surrounding areas about their experiences walking and biking in the community. Surveys were posted online, in person, and via email. A total of 30 people took the survey. Results of the survey were reported at the third meeting on July 28th, 2023.

Survey respondents unanimously agreed that sidewalks and trails were somewhat or very important to the health of the community. Of the 30 responses:

- A majority of responses said they either never engaged in physical activity, or that it was not possible to ride a bike on the service road.
- 36.7% of responses said that Truesdale was only slightly walkable, and 33.3% said it was not walkable at all.
- 55.2% of the survey responses said they valued marked bike lanes on the road.
- For physical activities that people engaged in, 27 said they walked, 13 said they bike, and 5 said they run or jog, amongst many other physical activities that they listed.
- Some additional comments were made regarding what they felt the focus areas should be for sidewalk connections in the city of Truesdale. These areas include, but are not limited to:
 - Spoede Road

- Boonslick/Highway M
- Laura Street
- Veterans Memorial Parkway
- Heritage Hills Subdivision

Second Meeting

The second meeting was held on July 19th, 2023. A total of 8 people attended the meeting. At the meeting, the group began identifying connections between the previously discussed areas of interest on the map. Stakeholders marked sections where sidewalks, crosswalks, and bike lanes were needed most in the city to ensure access was available to all citizens.

Third Meeting

The third meeting was held on August 16th, 2023. A total of 10 stakeholders attended the meeting. The group reviewed the proposed connections for trails, sidewalks and crosswalks and staff noted that a prioritization survey would be sent around for completion. The resulting list of prioritized needs and strategies are located in Section 4: Implementation. The group also reviewed the results from the public survey listed in Appendix A.

Fourth Meeting

BRPC staff presented the Active Transportation Plan to Stakeholders and to the public on September 20th, 2023. A copy of the draft plan was provided to the public to review and comment, though no comments were received. The task force discussed any other changes that they may want to make. BRPC staff noted that the final plan is due to the Department of Health and Senior Services by the end of September 2023 and the final approval will be made at the Board of Alderman Meeting September 27th, 2023.

Final Approval Meeting

On September 27th, 2023, the Board of Alderman for the city of Truesdale made the final approval of the Active Transportation Plan.

Section 4: Proposed Improvements

Over the past few months, the group of stakeholders for the city of Truesdale Active Transportation Plan has carefully considered various projects and improvements throughout the community that will better serve its citizens. Multiple sidewalks, crosswalks and even a bike lane were identified and then prioritized that would address the community's greatest needs. Special consideration was given to areas where there were concerns for pedestrian safety, including areas where there are school-aged children.

It is important to clarify that all potential projects that have been identified within this plan will require more detailed planning and design before they can be implemented into the community. Currently each proposed route and crosswalk are only conceptual. With regards to these projects, the governing jurisdictions should work alongside the community to develop the final design and location. Additional state and federal partnerships may also be required. Finally, land or right-of-way acquisitions will likely be required for the city or county in order to construct the proposed improvements. Since these costs are difficult to estimate at this time, any proposed projects shown with estimates are purely based on the current cost of concrete pavement by MoDOT Multimodal. Any listed amounts do not include grading, labor or other types of materials that may be required for construction. As of August 2023, MoDOT notes that concrete sidewalk should be roughly \$169 per square yard. The remainder of this section provides an overview of each type of active transportation mode with suggestions for potential improvements. The map located in Appendix B provides a better composition of all current sidewalks and any recommended future sidewalks within the city of Truesdale.



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Identified Sidewalks

The following potential sidewalks were decided on by stakeholders in Truesdale. Please note that the estimated costs of these could change, as previously mentioned, due to many factors such as drainage, inflation, or any other unforeseen circumstances. These numbers were also calculated using a standard 48 inches for width and \$169 per square yard for concrete.

#1: Laura Street

A sidewalk would be added from the end of the sidewalk located at Bruer Park and Laura Street, continuing up Laura Street to Conrad Circle. This section of the road is frequently used by children living in the subdivision on Conrad Circle, as well as many of the other houses located in that area. The sidewalk would be located on the east side of Laura Street. This section is approximately 248 square yards, which would cost approximately \$41,912 for materials only.

#2: Highway M and Spoede Corridor

The Highway M and Spoede Corridor consists of multiple pieces. The first part of this section would be from the end of the current sidewalk on Highway M between Pinckney Street and South Depot Street to Mark's Automotive near Spoede Road. Then it will cross the road and continue down the north side of Highway M to Spoede Road. These two sections will cost roughly \$277,160 in materials and would be approximately 1,640 square yards in size. The second section would continue from Spoede Road at Highway M to the train tracks, and then continue again after the train tracks to the future walking trail between Eagle Activewear and the property located just to its north. These two pieces will cost roughly \$91,711 and be approximately 543 square yards in size.

#3: South Water Street

This project would involve adding a concrete sidewalk from the Truesdale city limits on South Water Street to Highway M. Future planned development would mean this street would be more frequently used by pedestrians on this road. The total size would be roughly 653 square yards and would cost approximately \$110,413 in materials.

#4: South Street

South Street connects to South Water Street and would provide access from South Water Street to Rebecca Boone Elementary School. It would also provide access to anyone who is not comfortable walking along Highway M. The estimated size of this sidewalk would be 603 square yards and cost roughly \$101,850.

#5: South Depot Street

This area is used by some traffic. South Depot Street would provide access from South Street to Highway M, but would not be considered a high need at this time due to lower population in that area. However, the approximate size of this proposed sidewalk would be 133 square yards and would cost around \$22,533 in materials.

#6: Smith Street

The entire length of Smith Street is another potential location for a future sidewalk. This street would require many improvements due to the narrow width of the road and likely drainage issues.

#7: Veterans Memorial Parkway

With the walking trail scheduled to go in from Heritage Hills Subdivision to Spoede Road, it was decided that a sidewalk from the entrance of Heritage Hills to Spoede Road would not be as urgently needed. However, the cost of a proposed sidewalk here would be roughly \$186,576 in materials and would be around 1,104 square yards in total size.

Identified Crosswalks and Bike Lanes

The following potential crosswalks and bike lanes were decided on by stakeholders in Truesdale. Again, please note that the estimated costs of these could change due to many factors such as drainage, inflation, or any other unforeseen circumstances. These numbers are only estimates based on information provided by the Federal Highway Administration as well as the National Highway Traffic Safety Administration.

These proposed crosswalks and bike lanes may be modified based on the best layout and placement of the future sidewalks and based on many different safety features.

#1: Spoede Road Railroad Crossing

A crosswalk would be added on Spoede Road across the train tracks. There is currently no sidewalk located here, with the proposed future sidewalk, this crosswalk would need to be created. The creation of a crosswalk at a railroad crossing could range from \$50,000 to \$300,000 for most enhancements, or up to \$1.5 million or more should a pedestrian overcrossing be needed.

#2: Highway M Crosswalk

A crosswalk would be added in front of Mark's Automotive connecting the proposed sidewalk on the south side of Highway M to the proposed sidewalk on the north side of Highway M. This crosswalk could range from \$750 for a basic, striped crosswalk, up to \$2,600 for a high visibility crosswalk.

#3: Spoede Road and Highway M

With the proposed sidewalks from the north side of Highway M across to the east side of Spoede Road, this would add the need for a crosswalk across Spoede Road. This crosswalk would range from \$750 for a basic crosswalk up to \$2,600 for a high visibility crosswalk.

3: Highway M

A proposed bike lane would be added on the south side of Highway M from the Truesdale city limits on the west side of town to Spoede Road. The estimated length of this bike lane would be 1 mile and could cost anywhere from \$5,000 to \$50,000 depending on the condition of the road and drainage.

Section 5: Implementation

Project Implementation Strategies

The Active Transportation Plan focuses on some larger infrastructure improvements that will require engineering, concrete, and other materials.

Planning for projects could potentially be incorporated during routine maintenance, which would give the city of Truesdale the opportunity to implement projects at a faster rate than waiting on grant funding, should they choose this route.

Recommendations regarding implementing Truesdale's proposed projects include:

- When repairing streets, the city will ensure an ADA-compliant sidewalk on at least one side of the street.
- The city will incorporate a combination of complete streets elements when approaching street design.
- Annual inspections of crosswalks and sidewalks around the schools to keep kids safe when walking and biking to school.

It is also recommended that the prioritized projects listed in this plan be incorporated into existing plans and programs that include active transportation such as:

- BRPC's Regional Transportation Plan
- Warren County's list of High Priority Unfunded Transportation/Multimodal Needs on the state system
- Comprehensive Plan for Truesdale
- Ordinance and Adoption Updates
- Other Truesdale Community Plans
- School District Plans



Policy Recommendations

Planning for policy recommendations are being included for the city to consider when creating more active transportation options for its citizens. Although recommended, they are only policies to consider. Implementation of these policies is supported by the task force and is encouraged for consideration when moving forward with development in Truesdale. These policies hope to encourage improvements in physical health and improving access to modes of active transportation. The following policies are recommended:

1. Ensuring that ADA-compliant sidewalks are added on at least one side of the street when improving or adding sidewalks.
2. The incorporation of complete street elements when improving or adding sidewalks, crosswalks, bike lanes, and other infrastructure.
3. Annual review of and consideration of speed limits and signage near new or improved sidewalk networks and other active transportation infrastructure.
4. Annual inspections of crosswalks around the schools to keep kids safe when walking and biking to school.

Section 6: Project Funding Opportunities

Several other funding opportunities exist throughout state and federal programs. This list was compiled by Boonslick Regional Planning Commission and is up to date as of September 1st, 2023. Links to each grant program are provided below. The list of funding opportunities identified below will have additional potential to assist with the projects listed in this report.

- **Missouri State Parks Recreational Trail Program (RTP)** – This grant is useful for projects involving trails, as well as trailhead construction and assessment of trail conditions for accessibility and maintenance. It requires an 80/20 match that goes up to \$250,000.
<https://mostateparks.com/page/61220/recreational-trails-program-rtp-grants>
- **Transportation Alternatives Program (TAP)** – This grant can be used for the construction of trail facilities, infrastructure-related projects that provide safe routes for non-drivers, conversion of abandoned railroad corridors for trails and more. It requires an 80/20 match and must seek minimum of \$100,000 and a maximum of \$500,000.
<https://www.modot.org/transportation-alternatives-program-tap>
- **PeopleForBikes Grant** – This grant has a primary focus on all things bicycling. They provide grants for things like bike lanes, mountain bike facilities, bike parks, and other bicycle related infrastructure. They accept funding requests up to \$10,000 and do not require a certain percentage match.
<https://www.peopleforbikes.org/grants>
- **Safe Streets and Roads for All Grant Program** – This grant supports things such as planning, infrastructure, behavioral and operational initiatives that help to prevent death or serious injury. There is a Planning and Demonstration Grant as well as an Implementation Grant.
<https://www.transportation.gov/grants/SS4A>

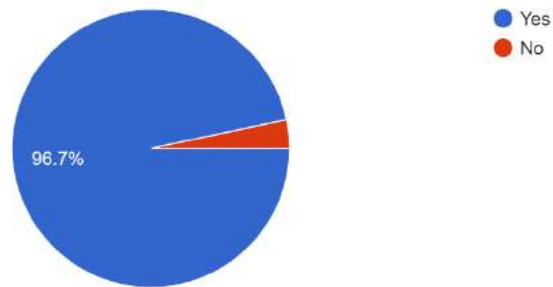
Where do we go from here?

The recommendations in this Active Transportation Plan, in total, could take anywhere from one year to decades to complete. Implementation is entirely dependent upon political will, funding, and other factors. However, some of the recommendations may come to fruition faster than others.

Appendix A: Community Survey Responses

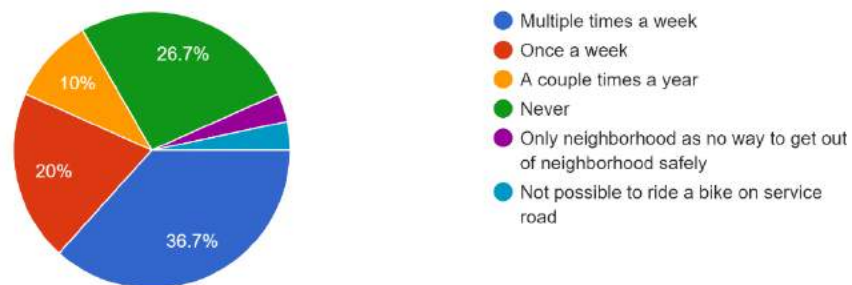
The primary focus of this survey is to assess active transportation within the city of Truesdale. Do you reside within the city of Truesdale?

30 responses



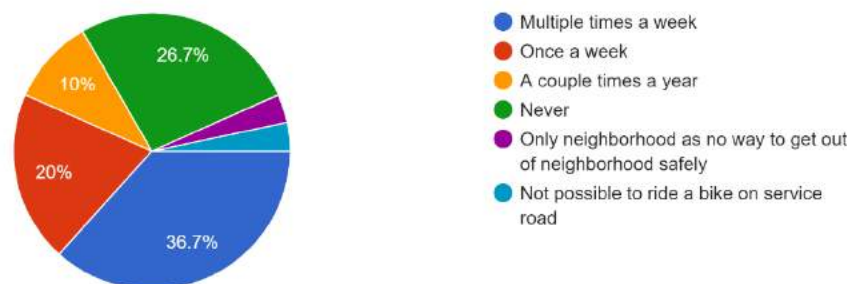
How often do you walk or bike to reach destinations in the community and/or engage in physical activity?

30 responses



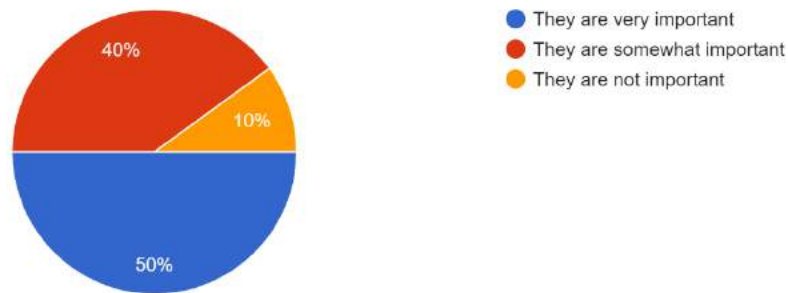
How often do you walk or bike to reach destinations in the community and/or engage in physical activity?

30 responses



Are sidewalks important to you?

30 responses

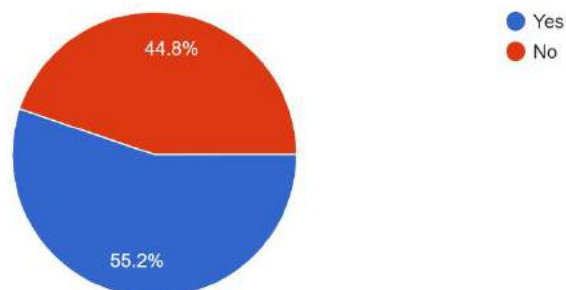


List any streets you believe sidewalk improvements are needed, or where there is a lack of sidewalks:

- Spoede Road**
- Boonslick/Highway M**
- Veterans Memorial Parkway/Service Road**
- Anywhere that is frequented there should be a sidewalk.
- Heritage Hills Subdivision**
- Laura Street
- No sidewalks in Heritage Hills. Maybe TR Hughes.
- Along the tracks, or side of city hall
- Water Street
- South Street
- Depot Street
- There needs to be a sidewalk from Conrad up Laura to the park.
- Smith Street could eventually use sidewalks.
- If walking trail from Heritage Hills to Spoede then @ least one side of Spoede would need a sidewalk.
- Veterans Memorial parkway, Spoede and Heritage Hills. People drive way too crazy on these roads for people walk/run on safely.
- Laura Street - Children walking home from Rebecca Boone walk all over the streets. It's dangerous, especially with that street being a high traffic street in and out of the neighborhood.

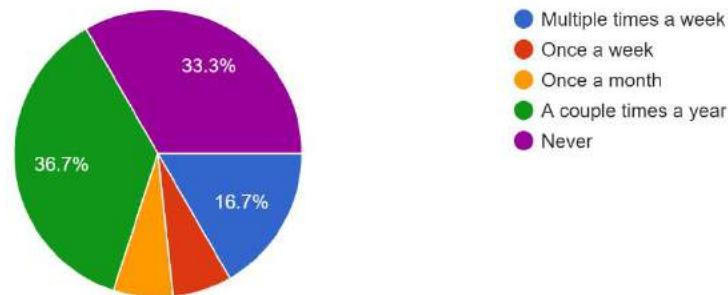
Do you value marked bike lanes on the road?

29 responses



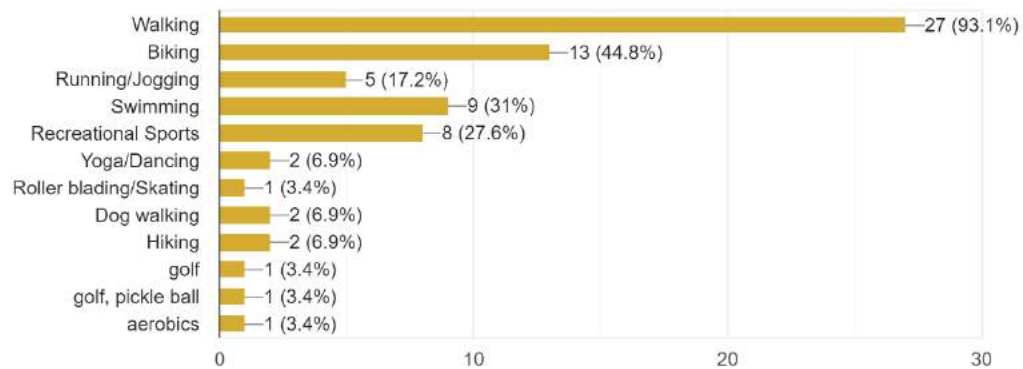
How often do you utilize Bruer Park or the MaryLou Community Building?

30 responses



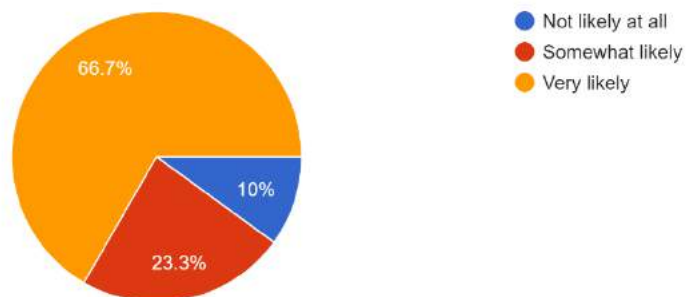
What forms of physical activity do you engage in?

29 responses



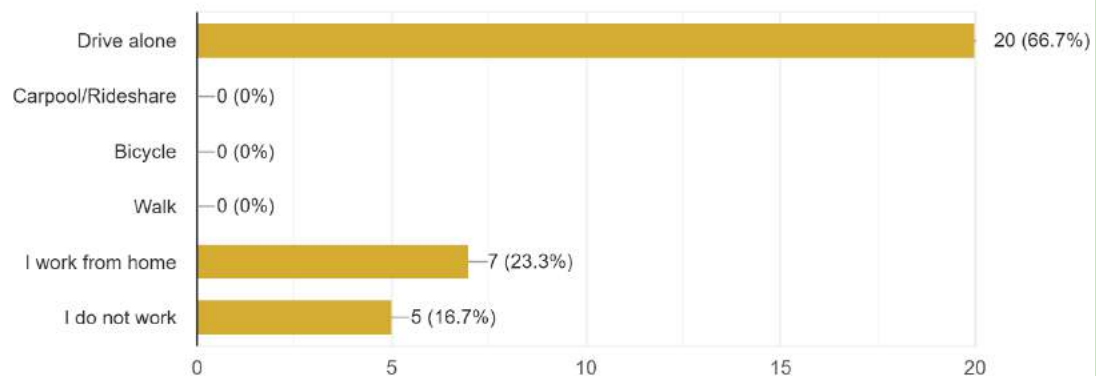
How likely would you be to walk/bike to reach a destination and/or engage in physical activity if sidewalk, trail and bicycle improvements were made in Truesdale?

30 responses



How do you get to work?

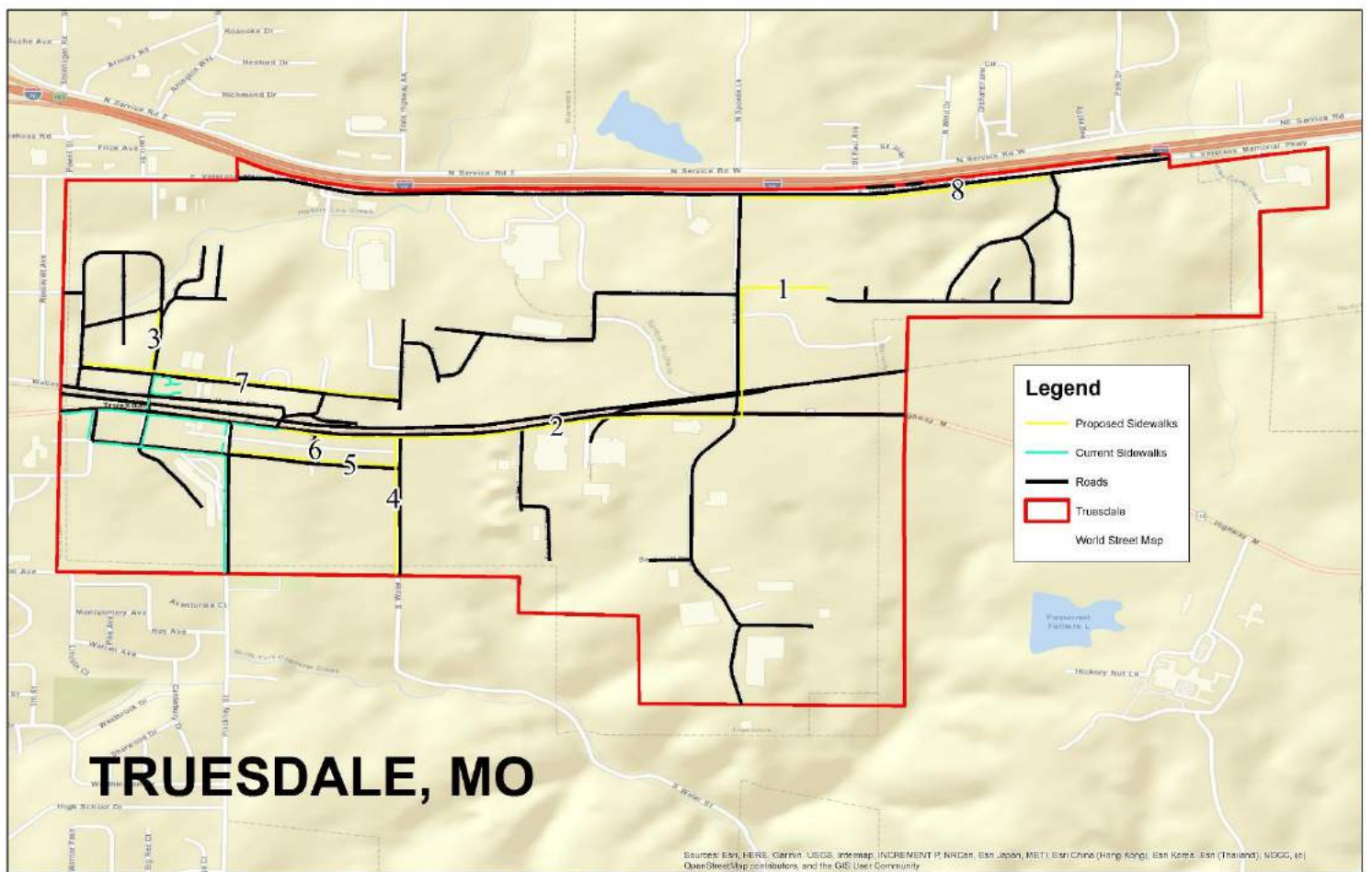
30 responses



Please share any comments, concerns, and/or ideas that were not covered in the previous questions:

- We need to connect the neighbors out here in Heritage Hills and new neighborhood being built with the rest of Truesdale. Would be nice to have a way to come for events without having to drive. Also if the road between spoede and the trailer park was open it would save time and safety for ems to get through also. It's crazy having to go the whole way around.
- If you do this start at the most popular destination that is walked by the most people.
- Sidewalks would be a great way to get around. Veterans memorial and heritage hills could really use sidewalks. People in Heritage Hills drive like lunatics escaping an asylum. We either need sidewalks, speed bumps or something. The driving is out of control.
- I'm more interested in mountain biking trails. Like the types of trails around Bentonville, Bella vista, Fayetteville areas in Arkansas. Many of the trails near/in town are paved or natural stone. I don't think our town could ever become a tourist biking area like they have, but some well planned trails and obstacles would be nice.
- A system of busses you could call when needed would be nice.
- thank you for the asking the public. The leadership of this City is efficient. The city administrator Elsa is kind and helps always. She has a good team, always so helpful when I call and ask questions about bills, or anything. I always feel welcomed. by the girl at the desk.
- It would be really nice if there was a way to extend the sidewalk that runs along Highway M out to Industrial park/Spoede Lane. Other notes (work outside of warren county, bicyclist can use the same rules of the road as motorists)

Appendix B: Current and Future Infrastructure Map



Sidewalk Labels:

- #1 – Walking Path (in progress)
- #2 – Highway M/Spoele Road Corridor
- #3 – Laura Street
- #4 – South Water Street
- #5 – South Street
- #6 – South Depot Street
- #7 – Smith Street
- #8 – Veterans Memorial Parkway

Appendix C: Resources

Marking and signing crosswalks. SRTS Guide: Marking and Signing Crosswalks. (n.d.).
http://guide.saferoutesinfo.org/engineering/marked_crosswalks.cfm#:~:text=Costs%20range%20from%20an%20average,on%20the%20paint%20material%20used.

Pedestrian safety at railroad crossings. Pedestrian Safety Guide and Countermeasure Selection System. (n.d.).
http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=66

Road Design. Adding bicycle lanes. (n.d.).
<https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/10.htm#:~:text=Estimated%20cost,adjust%20signalization%2C%20and%20other%20factors>.

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BILL NO. 38-2023

ORDINANCE NO. 1048

AN ORDINANCE ADOPTING THE ACTIVE TRANSPORTATION PLAN FOR THE CITY OF TRUESDALE, MISSOURI.

BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF TRUESDALE, MISSOURI, AS FOLLOWS:

SECTION 1. That the City of Truesdale, Missouri shall adopt the Active Transportation Plan for the City of Truesdale, Missouri marked "Exhibit A" attached hereto and made a part hereof.

SECTION 2. The Ordinance shall be in full force and effect from and after its passage and approval.

All ordinances and parts of ordinances in conflict with the ordinance are hereby repealed.



Jerry Cannon
Mayor
City of Truesdale

PASSED: September 27, 2023

APPROVED: September 27, 2023

ATTEST: Elsa Smith-Fernandez
Elsa Smith-Fernandez
City Clerk